

(2) the appropriate level of total new budget authority is \$408,000,000,000;

(3) the amount of the deficit in the budget which is appropriate in the light of economic conditions and all other relevant factors is \$74,100,000,000;

(4) the recommended level of Federal revenues is \$300,800,000,000, and the House Committee on Ways and Means and the Senate Committee on Finance shall submit to their respective Houses legislation to decrease Federal revenues by approximately \$6,400,000,000; and

(5) the appropriate level of the public debt is \$622,600,000,000.

31 USC 1322.

SEC. 2. The Congress hereby determines and declares, in the manner provided in section 301(a) of the Congressional Budget Act of 1974, that for the transition quarter beginning on July 1, 1976—

(1) the appropriate level of total budget outlays is \$101,700,000,000;

(2) the appropriate level of total new budget authority is \$91,100,000,000;

(3) the amount of the deficit in the budget which is appropriate in the light of economic conditions and all other relevant factors is \$15,700,000,000;

(4) the recommended level of Federal revenues is \$86,000,000,000; and

(5) the appropriate level of the public debt is \$641,000,000,000.

Passed December 12, 1975.

December 16, 1975
[S. Con. Res. 62]

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—APPORTIONMENT

Resolved by the Senate (the House of Representatives concurring), That the Secretary of Transportation shall apportion the sums authorized to be apportioned for the fiscal year 1977 for immediate expenditure on the National System of Interstate and Defense Highways, using the apportionment factors contained in table 5, House committee print numbered 94-14.

Agreed to December 16, 1975.

December 19, 1975
[S. Con. Res. 83]

CORRECTIONS OF ENROLLED BILL S. 2718

Resolved by the Senate (the House of Representatives concurring), That the Secretary of the Senate is directed to make corrections in the enrollment of S. 2718, a bill to improve the quality of rail services in the United States through regulatory reform, coordination of rail